



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

MINUTES

Rural Transportation Advisory Committee (RTAC)

February 5, 2014, 2:30 pm

UDOT District Office

1470 N. Airport Rd., Cedar City, UT

MEMBERS IN ATTENDANCE:

Commissioner Dale Brinkerhoff
Mr. Steve Platt
Mr. Shayne Scott
Ms. Brenda Pugh
Mr. Monte Aldridge

MEMBERS EXCUSED:

Mayor Connie Robinson
Mr. Tom Stratton
Mr. Rob Dotson
Mr. Kit Wareham

OTHERS IN ATTENDANCE:

Mr. Reed Erickson
Mr. Ryan Marshall
Mr. Tim Boschert
Mr. Jim McConnell
Mr. Dave Demas

REPRESENTING:

Iron County
Iron County
Parowan City
Kanarraville Town
Utah Dept. of Transportation

REPRESENTING:

Paragonah Town
Brian Head
Enoch City Manager
Cedar City

REPRESENTING:

Iron County
Cedar Area Transportation Services
Utah Dept. of Transportation
Utah Dept. of Transportation
Five County Assoc. of Governments

I. Quorum Declaration

The meeting was chaired by Mr. Shayne Scott in the absence of Mr. Tom Stratton. Mr. Scott welcomed all present and declared there was a quorum present.

II. Approve Minutes for December 4, 2013

A motion was made by Mr. Steve Platt, seconded by Mr. Monte Aldridge, to approve the December 4, 2013 Minutes of the Iron County Rural Transportation Advisory Committee.

MOTION PASSED UNANIMOUSLY



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

III. Update on Functional Class

Mr. Demas presented a new copy of the functional class map which included a legend. Mr. Abdul Wakil has informed Mr. Demas that the system has been approved through UDOT and he is awaiting the finalized letter from the Federal Highway Administration (FHWA). Mr. Wakil expects to receive the letter any day. As soon as he receives the letter he will issue an official letter stating that all is approved. He does not anticipate any changes to the system. Mr. Boschert offered to follow up on the status of the letter in the FHWA office.

Mr. Demas reported that the changes in the Beryl area were added back on to the map. Mr. Platt commented that the map did not include the entire county. Mr. Demas explained that it mainly focused on the Rural Planning Organization area but it does include a large portion of Iron County.

IV. UDOT

A. Transit Funding and the RPO

Mr. Aldridge introduced Mr. Tim Boschert who is with the UDOT Transit Group in Salt Lake City. Mr. Boschert was invited to the meeting to make a presentation on transit funding and to provide answers to the committee's questions.

Mr. Boschert began the presentation by explaining that about one-half of federal tax dollars are used for transit funding. In Utah the Utah Transit Authority (UTA) receives a large portion of that funding which is used for the urbanized areas of the state. Mr. Boschert's responsibility is to oversee the funding for the smaller areas of the state.

Mr. Boschert stated that transit is funded by federal money only - there is no state money used. For that reason, a local match is critical. He explained that they are currently in a "bridge" right now from the SAFETEA-LU to the new MAP-21 program. Many of the funding grant groups have changed; they are all 5300 series grants now.

He explained that transit funding is used for system planning, area and regional planning, transit systems like CATS and specialized transit. A large portion of the funding is used for specialized transit for riders who are elderly, disabled or low income. Mr. Platt asked about services with the ability to pick up individuals in wheelchairs and transport them to a specific location. Mr. Boschert responded that it depends if that service is available in a particular area. The service may be provided



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

by a Senior Center, a private non-profit group or the CATS system that has a para-transit service. Mr. Marshall remarked that any bus purchased using federal funds must be ADA compliant with a lift or ramp.

Mr. Boschert gave a general overview of the flow of Federal Highway Administration (FHWA) funding versus Federal Transit Authority (FTA) funding. He explained that UDOT uses long and short range plans to identify transit projects with guidance provided by an AOG or an MPO. UDOT must provide Washington D.C. with a justification for the projects before transit funding is released.

Mr. Demas inquired about how the local prioritization project lists are handled. Mr. Boschert explained that they compile the prioritization lists for all state transit projects and that list is forwarded to Washington D.C.

Mr. Aldridge inquired as to how CATS is funded. Mr. Marshall explained that the 5311 fund is the grant source, operational expenses are a 50/50 match and capital expenses are an 80/20 match. The local match comes from Cedar City through the fare boxes, advertising and general funds. Mr. Boschert explained that UDOT is not the sole or largest provider of funding for rural transit providers.

Mr. Boschert reviewed how the 5304 funding flows into the rural Five County Association of Government (FCAOG) areas. He remarked that Levi Roberts is the FCAOG planner for the coordination of long range transit planning which affects the RPO area. UDOT only allocates approximately one-half of 5304 funds to the rural AOG's. FCAOG is budgeted \$20-\$25,000 per year for transit long range planning and feasibility studies. The remaining funds are available for groups in the rest of the state to apply for funding to do extensive analysis. One example of this was the transit route study for the CATS extension to Brian Head.

Mr. Boschert explained that the rules for the 5310 funding for specialized transit for seniors and disabled have changed. Previously the funding could be used statewide for any needs as they were presented. The new rule requires 60% of the funding to be used in urbanized areas, 20% for small urban and 20% for rural areas. This limits the funding for rural areas statewide to approximately \$300,000. These funds were typically used to help local areas to purchase vehicles (i.e. Iron County Senior Center vehicle). Mr. Platt inquired as to which program they have more money than projects. Mr. Boschert replied 5339.



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

Mr. Boschert stated that mobility management will be funded out of 5310 funds. The funding will provide for an AOG level planner (Mobility Manager) who will research the services provided by specialized transit providers and develop better coordination of those services. The census reporting of elderly and disabled individuals could be used to determine if an area might benefit from specialized transit services. UDOT is working with the UTA on a large grant they (UTA) received to be used statewide to develop better coordination of these types of services. Mr. Aldridge asked if there would be a cost paid by the rider for the service. Mr. Boschert stated yes and that amount would be set by the agency providing the transportation.

Mr. Demas remarked that if the committee is interested he will invite Mr. Levi Roberts to make a presentation on the mobility management work he is doing in the FCAOG areas.

Mr. Boschert gave a quick overview of the 5311 funding. Mr. Demas asked if the rural areas like Cedar City and Springdale would be competing against each other for the 5311 rural funding. Mr. Boschert explained that they would compete statewide with all rural areas for the \$5.2 million that is available. Approximately one-half of that amount is allocated to Park City because of their ability to match funds.

Mr. Boschert announced that there will be two new 'greyhound style' routes starting this spring with one route from Moab to Salt Lake City and another from Richfield to Salt Lake City. UDOT has contracted with Wasatch Transportation and the system will be called 'Elevated Transit'. Mr. Boschert believes the routes will run daily.

Mr. Boschert reviewed the 5339 funding amounts for bus and bus facilities. He explained that the 5339 funding would be used in rural areas for bus purchases since the 5310 funding has been severely reduced for those areas. The breakdown of funding allows for approximately \$1.2 million to be used in the rural areas.

Commissioner Brinkerhoff asked if the 5339 funds are available to purchase medical transport vehicles for the county. He stated that there is a great demand for medical transport between Cedar City and Dixie Regional Medical Center. It is creating a large expense for the county to accommodate these transfers. Mr. Boschert stated that he did not believe the funding could be used for that purpose but he will investigate and get back to the Mr. Aldridge or Mr. Demas. Mr. Boschert suggested that a scheduled general public transport from St. George to Cedar to Salt Lake City might be a



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

solution. Mr. Marshall commented that Pick-Me-Up Transport provides that service and that they are funded through Medicaid.

Mr. Boschert explained that the key to FTA funding is providing transportation to general public groups. Shuttle buses, for-profit transportation and charter school buses do not fall into this category. Federal transit service is provided for specialized riders with wheelchairs and/or an assistant that needs to ride with them as well as fixed route transit operations such as CATS. In order for federal transit funding to be used there must be a demand for the general public to get to their place of employment, medical or social services.

Mr. Boschert reviewed the historical FTA funding. He explained that the FTA funding runs one year in arrears. They are working with the 2012 funding at this time and have allocated a little over one-half of the funding. UDOT asks the FTA to hold the funding for the full year so they know the exact amount that will be available. This allows for the appropriate amounts to be allocated to approved projects.

Mr. Boschert reviewed the current transit funding amounts for FCAOG and CATS:

\$20-\$25,000 in 5304 funding for planning purposes
\$25,000 in 5310 funding for mobility management services
Approximately \$125,000 in 5311 funding for CATS

In addition, the RPO has received approximately \$10,000 per year from the UDOT planning group. October 2014 will be the last cycle for that funding. 5304 planning money cannot be used to run the MPO but it is used for the regional planning, data analysis, mapping and long range planning that FCAOG is currently providing.

Mr. Marshall asked if the senior centers could apply for 5310 funding for operational assistance as well. Mr. Boschert responded that the 5310 funding could be used for maintenance operations and possibly a small amount of administration. In the past the 5310 funding has been used to purchase vehicles but there is a need to educate the centers regarding the new 5339 funding category. Mr. Boschert explained that many of the 5310 funding applications they have recently received will need to be reviewed and a decision made to use 5339 funding instead since it is available.

Mr. Boschert discussed the approximately \$100,000 funding that is available across the state to do route analysis for extending a route or starting a new route. Mr. Demas asked if there was a process to apply for those funds. Mr. Boschert



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

responded that there is an application process however, the deadline to apply is October and they did not receive an application this past October.

Mr. Boschert shared that they are discussing a potential feasibility route study in the Bryce Canyon City, SR-12, Panguitch, Parowan area that would be a public fixed route transit system. The group also discussed the Springdale City/Zion National Park public transit system.

Mr. Demas inquired as to the timeline for the project applications. Mr. Boschert explained that the timeline begins in October. The FTA must get their list of projects into the STIP and then approved by the UDOT Commission. They are currently reviewing the applications received in October. Mr. Boschert explained that it is typically a one to two year process once someone submits their application before their vehicle is actually received.

Mr. Boschert complimented the success of the CATS system. Mr. Aldridge asked if the bus is running up to Brian Head during the winter. Mr. Marshall stated it does not but that Brian Head is running their own van pool system. Mr. Demas remarked that the Brian Head system may be part of an RPT feasibility study. Mr. Boschert suggested that the mobility manager may be able to look at a major employers like Brian Head and put together a no/low interest van lease for employees to share the cost.

Mr. Demas took this opportunity to inform the committee that he and Mr. Roberts were instrumental in starting a van pool system for the Ruby's Inn employees in Bryce Canyon. He handed out brochures that were created to advertise the van pool program to encourage other large employers to participate. The van pool program is an excellent way to reduce the number of vehicles on the road as well as save employees money, especially those employees in low income/low wage areas. The vans can accommodate up to 15 people per van. Mr. Demas asked the committee members to pass out the brochures to employers in their areas who may be interested in starting a program. Mr. Demas or Mr. Roberts would be happy to provide assistance or additional information.

Mr. Demas remarked that Ruby's Inn is very happy with the program. The van pool started with eight employees then increased to eleven employees and there are now seventeen employees participating in the program. The program has been very successful even though it was started during their off-season. Ruby's Inn anticipates two or three additional vans will be operating during their peak season.



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

Mr. Aldridge asked if the van pool driver is a Ruby's Inn employee. Mr. Demas explained that the driver plus a back up driver are Ruby's Inn employees that have gone through a certification program. Ruby's Inn provides the vehicle insurance. The van was provided by the UTA and a monthly fee is charged based on the mileage. The funds are collected directly from the employees and the UTA is reimbursed. The program has helped employees who only have a single vehicle be able to get to work while leaving their vehicle home for their spouse to use. This is a great benefit.

Mr. Platt asked if the van pool route started in Tropic. Mr. Demas explained that the route begins in Panguitch and travels through until it reaches Ruby's Inn. Mr. Brinkerhoff indicated that the cost to Cedar City to subsidize a bus is about \$9 per ride of the \$10 per ride cost. This is one of the reasons that the route to Brian Head didn't get much initial support. Mr. Demas commented that he is not aware of any bus system that is not subsidized.

Mr. Scott expressed the committee's appreciation to Mr. Boschert for taking the time to travel down to present the information and respond to questions.

V. STIP Process

Mr. Demas reported that he has been attending video STIP meetings and briefly discussed the process. He explained that the RTP and the project lists are in the UDOT project folders for consideration. He indicated that one of the Alton coal mine projects is moving forward for consideration. Mr. Demas then provided a list of some of the projects on the list for consideration and briefly discussed each with the help of Mr. Aldridge. They discussed Preservation Projects, Rehabilitation Projects, Choke Point Projects, Capacity Projects and Safety Projects within and around the RPO boundaries.

In the next meeting Mr. Aldridge will show the committee how to use the UDOT website to access up-to-date project information.

VI. Other Discussion Items

A. Chair and Vice Chair

The committee agreed to table this item until the next meeting.



IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

B. 2014 Meeting Schedule

The committee agreed to table this item until the 2014 Iron County Coordinating Council and Iron County RTEC meeting schedules are finalized.

C. Next meeting April 2, 2014

- i. Location: County Building Upstairs

VII. **Adjourn**

A motion to adjourn was made by Mr. Steve Platt, second by Ms. Brenda Pugh, all approved.